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A non-secret preparation of the now universally used Cascara Sagrada. In these cases of constipation and indigestion where Cascara is indicated, this cordial can be used with confidence; it is pleasantly flavoured and combined with aromatics that prevent griping, and cover the objectionable bitter taste which is the one great objection to the use of this medicine.

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This preparation, sold under various fancy names, has gained the position of a household remedy for wounds, bruises, inflammation, &c. In the treatment of piles it often alone suffices to effect a cure, but its most important use will be in the treatment of traumatic injuries, including sprains, bruises, excoriations, cuts, burns, contused and lacerated wounds as well as corns, bunions, chapped lips, fissured nipples, ulcers, the bites or stings of insects, &c.

P. D. & Co.'s preparation is equal to any of the brands sold under proprietary names and is about one third the price. In pint bottles at cents 75.



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We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

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SODA WATER
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A. S. WATSON & Co., LIMITED, Hongkong, China, and Manila.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 31, 1890.

TELEGRAMS.

EXIT BISMARCK.

General Caprivi has been appointed Chancellor of the German Empire, and Herr von Bötticher President of the Prussian Ministry. Prince Bismarck assigns old age as the cause of his resigning, but an undoubted succession of differences with the Emperor is the real cause. Count Herbert Bismarck persists in resigning.

THE COAL STRIKES IN ENGLAND. Many mills in Lancashire have had to close in consequence of the miners' strikes. The stoppage of trade is general.

LABOUR AGAIN TRUMPHANT. March 21st.

The masters of the Lancashire coal mines have yielded, and the miners have returned to their work.

SALISBURY AFRAID TO FACE THE MUSIC.

At a conference of the Conservative party, Lord Salisbury said it was idle to talk of dissolving Parliament; nevertheless he urged organization in view of the next elections.

THE GERMAN MINISTRY. March 22nd.

It is officially announced that General Caprivi has been appointed Chancellor of the Empire and Premier of Prussia, and that Count Herbert Bismarck will remain Secretary for Foreign Affairs for the time being.

PRINCE BISMARCK IS CREATED DUKE OF LUTENBERG and a Field-Marshal.

LABBY AND THE HOUSE OF LORDS. March 23rd.

In the House of Commons, Mr. Labouchere's motion for the abolition of the House of Lords was rejected.

In the House of Lords, Lord Salisbury's motion to adopt the report of the Parnell Commission was adopted without a division.

BISMARCK WON'T BE A "DOOK." March 24th.

Prince Bismarck has refused the Dukedom.

SALISBURY SICK. Lord Salisbury goes to the Riviera to recruit his health.

RUSSIA RAISING THE WIND. A new Russian 4 per cent. loan for 75 millions of roubles is announced.

RIOTS IN ST. PETERSBURG. At St. Petersburg there is serious rioting amongst the students.

(From the *Courrier d'Haiphong*).

FRANCE.

PARIS, March 18th. M. de Freycinet has read to the Chamber a declaration of the Ministerial policy, which was favorably received by the Republican majority. On the motion of M. Lockroy a vote of confidence in the Government was passed by 318 votes to 78.

BISMARCK.

It is certain that Bismarck will retire entirely from politics.

(From the *Comercio*.)

EARTHQUAKE.

MADRID, March 21st. Earthquakes have occurred at Malaga.

BISMARCK.

The resignation of Bismarck is the topic all over Europe. The cause of it is not known.

ENGLAND AND PORTUGAL.

The English have occupied Shiraz. There is latent agitation in Portugal.

(Special to *Japan Mail*.)

KORE.

March 25th. The Messageries Maritimes mail steamer *Djennah* has gone ashore here near the Boat-house, and the tide is falling.

The *Djennah* got off the ground last night at 7 p.m., having sustained no injury, and proceeded on her voyage.

LOCAL AND GENERAL.

JOHORE has been visited by the influenza epidemic, but it is now subsiding.

OUR office goat has again been at work. He wrote an editorial yesterday. It is published in this morning's *Daily Press*.

It appears that Hongkong will be favored with a visit from the Turkish vessel *Ertugrul*. The *Free Press* of the 21st inst. says she was expected to leave Singapore for China the following day.

A TELEGRAM was received in Bangkok on the 18th inst. announcing the death at Zurich, Switzerland, of Mr. Henry Singer, a partner of the well-known firm of Jucker, Sigg & Co., The deceased, who was Italian Consul at Bangkok, came first out to Siam in 1862. He was only 44 years of age.

We learn from Macao that Governor da Silva has been superseded and recalled by telegram and that Colonel Ferreira, Commandant of the Police Guard, has received the appointment of acting Governor. Our correspondent says that there is considerable excitement in the Holy City, and political feeling runs high.

It is notified in the *Government Gazette* that Mr. George Horspool, Chief Inspector of Police, has been appointed temporarily Superintendent of the Fire Brigade, owing to the illness of Mr. H. E. Woodhouse. Mr. J. W. Kinghorn has been appointed, provisionally and on probation, Assistant Superintendent and Engineer of the Brigade.

ACCORDING to a London telegram dated March 21st from Mr. William Fraser, of Pahang, Malacca, the Panjong Mining Company, ninety thousand shares at £1 each were offered to the public—had been successfully floated and the shares were quoted at 7/6 premium. The old Company's shares don't seem to "boom" notwithstanding all these favorable reports. There must be a screw loose somewhere.

A LOT of serious fires have occurred in the Philippines lately. At Iloilo, the other day 200 houses were destroyed, and six lives lost; at Cagayan, on the 18th, the place was almost totally destroyed, one Chinaman alone losing \$50,000 in opium etc.; and on the night of the 25th, in the Philippines theatre at Manila, owing to a lamp falling in a dressing-room, there was a panic among the audience. Fortunately the only result was a summary conclusion to the play, and one young lady being squeezed—which she did not object to, probably.

We quite agree with a great deal of what "Inquirer" says, but the publication of his letter would inevitably lead to our being requested to interview the Acting Chief Justice, and it so happens that judges still have the right to exercise autocratic and arbitrary powers in dealing with what they may please to consider contempt of court, and we have about enough on hand just now, considering our delicate health, without needlessly walking into the lion's den, even to oblige an esteemed correspondent. We have no objection, however, to answer, in general terms, two of "Inquirer's" queries—namely:—What is a judge and what are his duties? Well, a judge is a specially hired servant of the public, and his duties are to expound the law, record the verdict, and when necessary pass sentence. That is all.

At a meeting of the Singapore Legislative Council held on the 20th inst. Mr. Shefford, on behalf of the five unofficial members present, protested against an O. Dinance empowering the judges to deal summarily with cases of perjury in open court. He said:—"We, the undersigned unofficial members of the Legislative Council, desire to protest against the passing of the *Oaths Ordinance 1880*, in so far as by its provisions a person charged with the offence of giving false evidence will be thereby deprived of the right, hitherto existing, to be tried before being convicted, or to be punished for committing such offence." Mr. Shefford asked the colleagues of the five unofficial members of the Council to support his motion.

Every man, no matter what his office, is entitled to a fair trial, before a jury before being convicted and punished. In clear cases of perjury in Court it is a judge's duty to initiate proceedings and then let the law take its course in the usual way.

It is officially notified that during the absence, on sick leave of Mr. H. E. Woodhouse, that the Harbour Master (Capt. Ramsey) will discharge the duties of Police Magistrate and Coroner. This is all very well, but what about the duties of Harbour Master? The Assistant Harbour Master only arrived here the other day and cannot possibly know anything whatever about the routine of the work, and yet we find the head of the department, the only man credited with being able to direct the important business connected with our immense shipping interests, transferred to the Magistracy, although there are several equally capable persons, barristers and officials, whose services are available. We specially direct the attention of Messrs. Ryrie and MacEwen to this matter, as at the meeting of the Legislative Council on the 19th inst. they very properly wanted some explanation as to the necessity for appointing an Assistant Harbour Master. It now seems that there is no necessity for either a Harbour Master or an Assistant, as the work of the department is apparently carried out by the permanent staff. This ought to be seen to, and the rate-payers' money prevented from being wasted on sinecures.

An earthquake lasting a quarter of a minute occurred at Albany on the 25th inst.

EASTER MONDAY, in addition to Good Friday, will be observed as a public holiday in the Government Offices.

THE Medical Board of this colony now consists of the senior Naval and Military medical officers, Dr. Ayres (Colonial Surgeon), Dr. Harigan, the Hon. Ho Kai, M.B., Mr. H. L. Dalrymple, and Mr. N. J. Ede.

THE Hudson Surprise Party, after enjoying a most prosperous season here, took their departure for Shanghai by the *Clanbrary*, which sailed at daylight this morning. There is a good time in store for the Shanghaiers.

MR. Playfair, of the New Oriental Banking Corporation, arrived here to-day by the *Katarr-i-Hind*, in conformity with special telegraphic instructions from the Directors in London to investigate the recent embezzlement case at the local branch of the Bank.

THE *Courrier d'Haiphong* reports that the examination of General Schaeffelin's coal concession at Dong-trieu, lately made by an expert from Hongkong, has shown very great results. The seam is close to the surface, some of the out-crop burning excellently.

THE latest invention in connection with Cable Railways consists of an automatic cover for the slot of a cable railway through which the grip shaft passes, which will keep the slot covered along the entire length of track, except immediately at the point where a car is passing.

CHARLEY MITCHELL has offered to box Frank Slavin, the Australian slogger, for £500 a side. From a telegram in an American paper, however, we observe that Mr. Mitchell is in charge of the police for "slogging" Mr. "Chatterfield" Goode, another member of the Fancy—with a poker.

AN advertisement in a Singapore contemporary announces that the Panjong Mining Company's steam-wheel steamer *Sinjum* is expected to leave Peking for the Ulu on the 5th and 20th of every month. We are gradually getting within measurable distance of this greatly vaunted but still mysterious *El Dorado* of the Far East.

THE Montreal *Witness* says:—"The Canadian Pacific Railway is arranging to have a line of three or four steamers to go straight across the world; or as straight as the intervening land will allow. They will start from Montreal, Halifax, and New York in the fall, so as to avoid the summer heat in India and the Suez Canal. The route will run through London, Gibraltar, Malta, Suez, Penang, Colombo, Calcutta, Hongkong, Yokohama, and Vancouver, and passengers will be on the same steamer throughout the voyage."

THE Korean correspondent of the *Chinese Times* is a strong believer in the Chinese Emperor, Yuan, "the efficient and faithful servant" of the Victory Li. He writes:—"Now is the time to strike. A discredited American Minister, a detestable foreign adviser, and a Russian representative, with tired and discontented officials of other nationalities, the corruption of mandarins high and low, and the widespread misery of the kingdom, render the moment for action propitious. All combine to facilitate Imperial China's imperative task; no light one! I admit; but, a justifiable and necessary one I maintain. Strike! and strike hard for the integrity of the Empire!"

THE New York *Maritime Register* of February 19th has the following:—"There are few companies in marine underwriting circles that have a more enviable record than the China Mutual Insurance Co., of Boston. It was incorporated in 1853 to do business in China, with the well known house of Messrs. Russell & Co. as agents. Since that time the company has maintained a prominent position. Its scrip dividends have averaged about 22 per cent. per annum up to the present time. The company has never passed its interest dividend on scrip since 1879, when it commenced to pay Mr. Geo. L. Debliss, who had been president of the Company for some time died last month; Mr. Edmund A. Poole, who has been with the Company for twenty-four years, and for a long period its secretary, has been made president; and Mr. Wm. H. Lord, who has seen eighteen years service with the China Mutual Insurance Co., has been made secretary. These gentlemen are thoroughly conversant with marine underwriting in all its branches and under their energetic and careful management, the China will no doubt secure a large and profitable business."

HUDSON'S Surprise Party gave their farewell "show" at the City Hall on Saturday night, and as the programme was the best that had been issued it naturally drew the largest audience of the season. The performance would doubtless have been a most enjoyable one had it not been for the gross roystering of a "set" who had evidently come with the intention of "making a night of it." That they succeeded in making asses of themselves and wearing out the patience of a decent audience there is no doubt whatever, but we object to these calls interfering with a public performance and thereby depriving the more respectable portion of an audience of the pleasure they had paid for. Those not present would naturally suppose that the origin of any disturbance would be the back-seat amongst half-drunken "tars" or private soldiers, but such was not the case; the disgraceful conduct was in the dress circle and the men responsible belong to the innately gentility that by a very long stretch of courtesy is here called "Society." What wonder if they had been present here and there, and then the stalls and pit joined in occasionally, but in their credit be it said, they were far less objectionable than were these "gentlemen" in the circle who are supposed to lead them in more ways than one. The same crowd would not dare behave at any amateur performance or even at a circus as they did on Saturday night; in the latter resort a brother performer in the ring would quickly give them far more than they gave.

Why Hudson, who had once or twice in the course of the evening splendid opportunities of putting these men in their proper places, forgot that was due to the respectable portion of his audience is a mystery; however, it makes no difference to us, for by their virtues lawyers, bank clerks, or men who by sitting of a competitive examination are entitled to wear a British uniform, they'll get it just the same, and on this occasion they can congratulate themselves that we feel leniently disposed and do not publish their names, for the benefit of any admiring friends they may have here or elsewhere. Exuberant youth may have some grounds for claiming leniency, but bearded blackguards none whatever. And now, for the entertainment of the public, we have already spoken the performance, would doubtless have been far and away the most enjoyable of the many brilliant ones this talented company have given here. We wish them all success in Shanghai.

We note from the *Hongkong Times* that a Chinese was executed at that city on the 17th inst.

A LONDON telegram of the 3rd inst. states that the Athenaeum Club has blackballed Flanagan, the author of the "Farnellism and Crime" articles.

THE P.M.S.S. Co's steamship *China*, which arrived this morning, made the run from Yokohama in 4 days, 4 hours and 40 minutes. The entire voyage from San Francisco to Hongkong, including detention at Yokohama, was done in 18 days, 17 hours and 32 minutes. Both these runs are the best on record, and indicates a thorough time from London, via New York and San Francisco, of 31 days.

"THERE will be a lively protest in England," says the *San Francisco Chronicle*, "should the Queen attempt to make Battenberg a duke. None of the petty German princelings has been more cordially detested than this fellow, who never misses an opportunity to make himself offensive to the nation that supports him. From the standpoint of Republicans in England, who wish to bring royalty into contempt, Battenberg has done yeoman's service, and some of the Liberals will probably feel like piling honors upon him, for the more titles he wears the more insignificant will he appear."

A MONSTER Chinese procession started from West Point at half-past ten o'clock this morning. It was about three quarters of a mile in length and took close upon an hour to pass a given point. The costumes of the rank and file were as gaudy as usual such occasions, and the colors of the banner being distinguished. The little girls and boys, dressed "to kill," literally in all sorts of positions, with some of them apparently dangling in the air, would have looked better had they been a good deal less painted. The coloring, like the music, was a considerably overdone, especially the beating of brazen gongs. However, the hundreds forming the procession seemed in thoroughly good humor and bent on demonstrating their loyalty and exhibiting all the Chinese costumes of the past and pre-historic ages in all decrees of society, from the Emperor and his spouse down to the dish-washer in an erium dress. Doubtless the show will interest the royal party supposing they have never yet seen the bright side of barbarism in the Far East.

Does the Hon. Mr. Mitchell-Innes think he is likely to glorify himself in this colony by acting like a wayward child on every occasion he appears in public? This person—he is not a gentleman and has no pretensions in that direction, although he is Acting Registrar-General and an official member of the Legislative Council—is secretary of the bogus reception Committee, appointed without any authority whatever by the local Government to honor the visit to Hongkong of the Duke and Duchess of Connaught. And in that capacity this afternoon on Pei's Wharf he took upon himself autocratic rights which, but for his insignificance, would inevitably have resulted in very disagreeable consequences. When the *Katarr-i-Hind* steamed to her moorings, three gentlemen took their places on Pei's Wharf to witness the landing of our royal guests. They were the Editor of this journal, a well known local solicitor, and another member of the local press. Being modest, and not wishing to mix up with the brilliant uniforms and other unique caricatures on modern costume represented by the three dozen Hongkong male and female fashionables who were thought of sufficiently high tone to be allowed on Pei's Wharf on such an occasion, these three gentlemen were contented to remain in the background and view all that was to be seen from the inside of the archway nearest the Queen's Road. Mr. Mitchell-Innes suddenly appeared on the scene, and taking upon himself the functions of Capt. Superintendent of Police, ordered a sergeant of that useful force to "turn the three persons" off the Wharf. The sergeant did his duty to the best of his lights; he politely conveyed the instructions he had received from Mr. Mitchell-Innes, and looked somewhat surprised when he was most courteously requested to tell that most honorable personage to come along and try on the "turning out" business he had so foolishly ordered. Needless to say that the Hon. Heaven help us—Mr. Mitchell-Innes did not "come along"—he is hardly built that way; but that does not make him any the less a nuisance, for he was represented by what insulting men who had as much, if not more, right to be on Pei's Wharf than he had. Now, just a few words as to the persons—the term is used in no invidious sense—who were invited, or shall we say allowed, to be present on Pei's Wharf to receive the Duke and Duchess of Connaught. Who were they? What are they? The cost of this "show" was to be paid by the Hongkong community, but there were scarcely half a dozen Hongkong taxpayers on the Wharf. Apart from the foreign consuls, or four foreign merchants, and about twenty Chinese, Hongkong was represented by what The unofficial members of the Legislative Council, and the paid servants either of the Colony or the Crown. The merchants and traders of Hongkong, the backbone and sinew of the colony—where were they? According to the dictum of Mr. Mitchell-Innes, and we suppose the Reception Committee must be included, they were not considered high-class enough to rub shoulders with our own hirelings. And that is just what we want to see. As we can put it, the reception to the Duke and Duchess of Connaught, thanks to the third-rate anarchy of the on the scene, proved a very far from a fine. The Duke laughed away, actually laughed—and the Duchess smiled audibly, and Mr. Mitchell-Innes was so entirely neglected that he actually walked off the Wharf with the crowd as much unnoticed as if he had never existed.

CONNAUGHT ARRIVES.

HOW HE LOOKS AND TALKS.

THE KOW-TOW.

As the eight o'clock gun fired this morning the bunting on the forty odd steamers in Harbor was run up, in honour of the hourly expected arrival of the Duke and Duchess of Connaught. Most of the establishments in the city had already been disguised with flags and red cloth, on Saturday and yesterday, only a few democratic folk having the courage of their opinions, and simply putting up the shutters. At 8.30 the signal gun which was to indicate the royal approach was fired, and immediately everyone was agog. The Officer Administering the Government dropped his napkin, hastily ran over his speech again, and saluted forth the military turned out, the Volunteer militia thirty strong on the Praya, and about fifty thousand people ran down excitedly to see the mail steamer arrive. To the general disappointment the signal from the Peak proved to be the arrival of the American mail, which was sighted just as the P. & O. extra steamer *Penitence* came in from the Westward. The motley crowd—in which the City Fathers, frock-coated and tall-hatted, rubbed shoulders with minor civilians, Artillery Volunteers, colliers, etc.—dispersed in disgust, or beguiled the hours away in watching an interminable Chinese procession, which apparently had its origin at Lap-ang-wan and Quarry Bay for its goal. Scores of little on-

kempt ponies, each carrying a diminutive "Chinese kid" hundreds of "joss-pligins" erections, and millions of crackers, were the principal features of the affair; but at length heaven that came to an end, and the streets were abandoned to a yearning crowd of idlers, who gazed on the fantastic structure which graced Pei's Wharf as though it were already invested with some suggestion of royalty. It is a curious device—curious inasmuch as it was as useless for the purpose of shelter as it was ugly and inconvenient for receptive purposes. Its principal feature was the intermingling of the Duke's four initials and the portrayal of a infuriated Shanghai rooster, in imitation of the German eagle.

At two o'clock, however, the *Katarr* was really sighted, and the scene, as far as there-assembling was concerned, was again enacted. At 2.45 a vessel entered the harbor, which was cleared of boats immediately. The "lining up" of the full-way with launches" was a feat, however, owing to the roughness of the water. Immediately on the second signal being given the principal thoroughfares were cleared, and a barrier put across the wharf. About a dozen Government officials and their ladies, the unofficial legislators, Bishop Burton, several Consuls, Mrs. Bellios, and twenty Chinamen, were permitted to wander idly about, whilst all other—right to the Clock Tower—was an uncomfortable, gaping throng, perpetually pressed back by the police, and shoved forward by those in the rear who couldn't see a thing. The Acting Colonial Secretary (Mr. W. M. Deane) went off to see if their Highnesses would "be pleased" to come ashore. Whilst they were deciding, the gallant Volunteers "limbered up" and charged the multitude with their seven-pounders, preparatory to "flooting" Several Chinamen were pushed over the Praya and drowned in the charge, but that was a detail. The King of Siam was removed under arrest. Twenty minutes later they limbered away again to another place, causing a few more fatalities. At 4.15 youth and beauty, adorned with the Chinamen before referred to, fairly glided the Wharf, as the gigs from the men-of-war that were to line the way from the *Katarr* began to arrive. People in uniform and out—some hunkering for knighthood and others scared that some such honor (?) would threaten them—edged to the front, and at 4.30 shouts were heard as the men-of-war manned their yards, and the royal party embarked in the launch, *Victoria*. As the launch approached, the folk on the wharf edged nearer to the steps, and when the man the boathook got ready they almost forgot their manners. The Hon. Mr. Fleming, in a cocked hat and an uncomfortable Windsor uniform, stood ready to receive them, and as the Duke and Duchess crossed the gang-way everybody uncovered. His Royal Highness saluted ceremoniously as the Volunteers pounded away, and then shook hands with the nearest half-dozen. Little Miss Robertson shyly presented a bouquet to the Duchess, which was graciously accepted, and everybody moved off to the City Hall. The route, which was by way of the Clock Tower, was lined with troops, who saluted as the royal party passed, closing up after the reporters. The City Hall was decked with bunting, and the Hon. Mr. Fleming, in uniform, stood ready to receive them, and as the Duke and Duchess, with Mr. Fleming, Admiral Sir Nowell Salmon, General McNeil, and Colonel and Mrs. Cayve, took their seats on the dais in the St. George's Hall, which was speedily filled by the sightseers. After some delay,

The Hon. P. Ryrie advanced with the address, and, speaking with evident perturbation, said:—"It is my pleasing duty to present your Royal Highness with an address of welcome from the inhabitants of this Colony. You may be sure that every signature to it endorses every word it contains, for I assure you that the loyalty of this small Colony cannot be surpassed, by any in Her Majesty's dominions. We have every confidence in your Highness's services, and we are fully convinced that in the future you will earn—as you have in the past in Bombay and elsewhere—the good opinion of everyone. Your career hitherto has been eminently qualified to gain the love and affection of all who served under you. Coming, as you do, from a residence in proud Bombay, perhaps at the first glance Hongkong may appear an unimportant colony. But if you look around you, you will see how the indomitable energy of the Corporation of the community has been able to transform this rocky island during the past forty years. Although originated by British subjects, of late years these exertions have been ably seconded by our Chinese fellow-citizens—witness them much, for they have shewn by their enterprise, by their large investments, their reliance on the government of her Majesty the Queen, and the protection they have received and hope to receive. I have now only again to say that this address of welcome is one which you can accept as a really gratuitous one. It is given, I assure you, in no servile spirit, but it merely expresses the regard and affection of the inhabitants to both yourself and the family to which you have the honor to belong. You will probably pay a visit to some of the improvements which this Colony can show you—we have got docks second to none in the East, for the convenience of the enormous amount of shipping which passes through. Although the Colony is so small compared with that which you have just left I think it will seem pretty good. I will now read the address.—He then read it, (we printed it last week) and handed it to the Duke, who passed it on to his query. The Duke, who was dressed in the uniform of a staff officer, and spoke without accent, then said:—"Mr. Ryrie and gentlemen—I desire, in the name of her Royal Highness the Duchess and myself, to thank you for the very kind and flattering words you have just spoken. We are both very sensible of the kindly and loyal welcome we are receiving at all hands during our very interesting voyage. I very well know the loyal manner in which the inhabitants of Hongkong welcomed my brother the Duke of Edinburgh, and we have also heard in England of the magnificent demonstration which took place here on the occasion of the Jubilee of our gracious Sovereign. (Applause.) It is a source of the greatest gratification to myself that I should have been able to pay a visit to this—as you have just said—the most eastern part of the British Empire. I have long heard of the energy—not only of our own countrymen in this important emporium of trade, but also of the many European who have been happy to live under our flag. I also know how our Chinese fellow-countrymen have willingly sacrificed themselves to the advantage of British rule, and according to their part in all good undertakings. I hope you will not think it because I have come here from India, which is a very large country, that I shall not feel the same interest or take the same pleasure in seeing the great works you are carrying out here; it will be a source of the greatest pleasure to see how our great Empire is extending on all sides. (Applause.) It is very important that we should keep moving in the race which is taking place among the great nations of the world, and it is a great pleasure to know how prosperous we all are. I am sure that any coming here, like myself, for the first time could not but be struck by the magnificent harbor, surrounded by beautiful islands covered with buildings on every side—a scene that any city might be proud of. It will be my pleasure to inform Her Majesty the Queen how very warmly you have referred to her in the expressions both in the address and the speech which preceded it. You may rest assured that those feelings are most dear to our beloved Sovereign, who takes the deepest interest in all

parts of our Empire, and I know she will follow our journey here with the deepest interest, and it will be a sincere satisfaction to myself to assure her of the cordial feelings entertained towards her personally, as well as to all members of her family (a plausive).

Chairs were then given for the Duke and Duchess as they left the hall and re-entered their chairs, to go to Government House, where the Reception will take place this evening.

SUPREME COURT.

IN VI E-ADMIRALTY JURISDICTION.

(Before Mr. Fielding Clarke, Acting Chief Justice.)

THE ANCONA—KUNG PAI COLLISION.

In this matter the evidence of Capt. Jackson, of the steamship *Tatang*, was taken on commission in chambers. Mr. Drummond, of Shanghai, instructed by Mr. Hastings, was present on behalf of the plaintiffs (the owners of the *Kung Pat*) and Mr. Francis, Q.C., with Mr. Pollock, instructed by Messrs. Johnson, Stokes, and Master, appeared for the P. & O. S. N. Co.

Capt. Jackson said that he had been 22 years at sea, and had been running in and out of Hongkong for the past ten years. He was at his house, 4 West Terrace, on the morning of the 4th December, when he heard a gun. He went on the verandah, and saw the American mail coming in and a P. & O. steamer going out eastward. Whilst watching them he saw a small steamer coming in the Lyce-Moon Pass. He recognised her as the *Kung Pat*, having his glasses with him. He then went into his room again. She was then clear of the point, about the middle of the channel. He went out on to the verandah again almost immediately, and saw the P. & O. steamer collide with the *Kung Pat*. He took up his glasses again, and watched them closely. They were then about the usual channel. (Here the witness marked the locality on the chart.)

By Francis—I first saw the steamers through my window. The inquiry was then adjourned until tomorrow.

H. G. BROWN AND COMPANY, LIMITED.

The first ordinary meeting of the shareholders of this Company was held at noon to-day, at the Hongkong Hotel. Mr. B. Layton presided, and Messrs. E. E. Abrahamson, H. P. Tennant, H. S. Dalrymple, C. Harton, W. Dougherty, J. Foreman, S. Ezra, and L. Hallward (Secretary) were present.

The Chairman said:—Gentlemen, The report and accounts have been for some time in your hands and with your permission we will take them as read.—I do not know that I can add much to what is said in the report beyond that everything is going on satisfactorily, and that as general trade improves we may reasonably hope for an improved business in timber. The Company's ship *Sofia* was lost at the end of the year. We cannot say yet how much may be recovered against her cost but meanwhile we have allowed for the greater part of the amount at which she stands in the books, in the sum appropriated for depreciation. We are in treaty for the purchase of a suitable vessel on favourable terms to replace her.—He then proposed the adoption of the report and accounts. Mr. Abrahamson seconded, and it was carried. Mr. Solomon proposed the re-election of Messrs. Dalrymple and Sassoon as directors. Mr. Abrahamson seconded, and it was carried. The Chairman proposed the confirmation of Mr. Henderson's appointment as auditor. Mr. Foreman seconded, and that also was assented to.

The Chairman announced that the dividend warrants would be issued on application on Wednesday, and the proceedings terminated.

THE WRECK OF THE "SOOCHOW."

Our correspondent at Hoihow informs us, under date March 28th, that the wrecked steamer *Sochow* still remains in the same place where she went ashore at Ching Mai Point on February 28th, and in very much the same condition as when she took the ground.

A Marine Court of Inquiry into the circumstances attending the loss of the vessel was held at the British Consulate, Kluengchow, on March 24th, and after hearing evidence the following was the Finding:—

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get 1, so why should we Eastern shareholders be placed at a great disadvantage with London shareholders by being called upon to pay gold equivalents in silver, at the current market rate of exchange? It seems an egregious mistake to say that, by paying our allotments at the current rate of the day, we are placed in the same position as shareholders on the London register. The latter are not debared from placing their shares on the China Register when exchange suits, whereas we cannot transfer our shares to the London Register. The London shareholder is thus at a great advantage. He pays in gold, and is always likely to get back his £42 10s. on the new shares in sterling, but if we pay, say, \$233.33 as the equivalent of £42 10s. and exchange falls still lower we are not likely to see the value of our £42 10s. again. To be strictly on an equality with London shareholders the China shareholders ought to have the London Register open to them.

Please ventilate this matter, and kindly give your readers the benefit of your opinion on the subject.

Yours faithfully,
A SHAREHOLDER.
Tamsui, 21st March, 1890.

NEWS BY THE AMERICAN MAIL.

The P. M. S. Co.'s steamer *China*, Captain W. B. Seabury, bringing the American mail, with dates from San Francisco to the 11th inst., arrived here this morning. The following telegrams are taken from our San Francisco exchanges:—

LONDON, March 3rd.

Gladstone in the Commons to-day referred to the suspension of Henry Labouchere on Friday for language regarding Lord Salisbury in the discussion of the "Cleveland" scandal, and asked that he be allowed to make the following motion: "The House desires it necessary to declare that when a member prefers charges against a Minister, which the Minister denies, such member ought not to be restrained from refusing to accept the denial and from persisting in the charge because the Minister is a member of the House of Lords."

The announcement of the motion was greeted with opposition cheers.

Smith, the Government leader, said that he would consider Gladstone's request and let him know during the evening if he could accept the motion for to-morrow.

Speaking in the Lords to-day with reference to the charges made by Labouchere, Salisbury explained that he met General Probyn casually at a railway station and that they had a very brief and hurried conversation, during which General Probyn referred to the scandal. "What ever passed between them," Lord Salisbury said, "he never said that a warrant was about to be issued against Lord Arthur Somerset. Lord Salisbury declared that he could not believe that a man of General Probyn's character would interview him for the purpose of worming out of him information in order to defeat justice."

Labouchere has written a letter to the *Daily News* in which he defends his conduct in the House of Commons. In this letter he supplies the House's story, which was given in the debate in the House, by declaring that after the interview with Lord Salisbury, Probyn met Lord Arthur Somerset outside the club by previous arrangement.

The matter is assuming a deeper importance every day, and the general belief is that Labouchere is being prompted by the Prince of Wales in his endeavor to probe the subject to the bottom.

It is now known that 158 of the passengers and crew of the steamer *Quilla*, which was wrecked on Friday night near Somerset, Australia, were saved.

The publishers of Stanley's book announce the title of his work to be "Darkest Africa: The Quest, Rescue and Retreat of Emin." Charles Scribner's Sons of New York have secured orders for 50,000 copies.

Lady Connamara has sued her husband for a divorce on the most sensational charges. Lord Connamara was fifteen years Under Secretary for Foreign Affairs. Some years ago Lord Salisbury gave him his title and sent him as Governor of Madrid.

Connamara took to India with him his own niece, who was married to an officer of the Seventeenth Lancers. Her husband was then given a responsible position. In her petition Lady Connamara mentions the niece as one of the women with whom his lordship has been guilty.

A dispatch from Calcutta gives sickening details of the sufferings of British troops engaged in the Chin expedition. Of 150 borderers sent from Kurr to re-enforce them, not one-half were able to reach the front. Of 1,000 Punjab coolies sent from Calcutta to re-enforce the Chin column, 850 men were either dead or in the hospital before the Chin column had been forty-eight hours in the hills.

It is charged that this mortality is due to the cruelty of the military authorities at Calcutta, who sent the men to the front without tents or covering, leaving them cold, fully exposed to the heavy rains. An inquiry has been instituted by the Marquis of Lansdowne, Viceroy of India.

Then two cases of the decimation of troops sent to the front as re-enforcements are in no way more sickening in detail than the late which befell several smaller bodies of men, numbering from 100 to 800 each, which were previously sent to the front.

PARIS, March 3rd.

The Archbishop of Paris has issued a decree forbidding cremation.

The Chamber of Deputies to-day discussed the Interpellation of Dreyfus in regard to the resignation of Constans. Premier Tirard defended the course of the Ministry in consenting to take part in the Berlin labor conference, and said it was folly to question the patriotism of the Cabinet in connection with the matter. A vote of confidence in the Government was adopted by 249 to 200. The division was regarded as adverse to the Government in view of the fact that the Deputies abstained from voting.

Gabrielle Bonaparte, the accomplice of Eyraud in the murder of Gouffé, is at present the heroine of Paris. She is enjoying the best of times in prison and is absolutely callous to remorse.

On Saturday last she was brought before the judges and examined on what the French law calls "Le récolement du crime." Gabrielle called on a safe smiling and laughing, and showed no signs of the murder she was charged with. She was admitted to a circle of turnkeys who Gouffé's last words were, "Don't be afraid of me, Mignon," at the moment the noose was falling around his neck, guided by the assassin behind the curtain. When a police official put his head into the noose and pulled the cord she shrieked with laughter and exclaimed: "Yes, that's how we did."

"La Belle Gabrielle" as the gamins call her, is at present the most talked-about person in Paris. The newspapers describe her breakfasts in prison with fuller details than they give to those of the Duke of Orleans. She loves chocolate cakes and caramels, of which her admirers send her large supplies, together with heaps of flowers. Being only an accused person the French law insists that she shall be treated with all attention to comfort, so she has good reason to remark: "I don't mind being in jail, they keep such a nice table d'hôte."

WASHINGTON, March 3rd.

Dispatches from Peking, China, announce that Viceroy Li Hung Chang has formulated a project which will mark a new era in the Chinese commercial system. He has decided to establish a system of silver coinage which shall be uniform throughout the empire. The project is favorably viewed by the Prime Minister, Prince Chun, and has been submitted to the Emperor by a memorial now being urged by the Viceroy, the Prime Minister and most of the influential and progressive men.

A reporter called at the Chinese Legation to inquire about the matter and was informed by Hoshen Chee, who is interpreter, that this question has long been under consideration and was the pet scheme of Li Hung Chang. "Hereafter," he said, "we have had only copper currency; ranging in value from a mill to a cent. The Government has never issued paper currency, this privilege being entirely in the hands of private banking houses. Of gold and silver coin of our own we have had none, but gold leaf and bars of gold as well as silver have been in use as measures of value, and when a merchant or trader desires money he could deposit them with private banking houses as collateral and get the notes of banking house to use in his business."

At present the English shilling, Mexican dollar and Japanese yen have come into general use, and this more than anything else suggested the advisability of having silver currency of our own. I think the intention is to coin silver up to the value of \$1, and the Government also intends to grant charters to certain banking houses, empowering them to issue paper currency, something on the order of your national bank system. This will greatly simplify business transactions and will be an aid to commerce."

JACKSON (Miss), March 3rd.

The Supreme Court to-day affirmed the sentence of the lower court in the case of Jake Kilrain, which is two months' imprisonment in the jail at Puyallup and \$200 fine. The decision in the Sullivan case will be rendered next Monday. It will probably be the same as the Kilrain case, and will prevent the proposed Sullivan-Jackson fight.

OTTAWA, March 3rd.

The bill authorizing the Canadian Pacific Railway to issue further bonds, to the extent of \$6,000,000, to aid in the purchase of ocean steamships, passed its final reading in the Dominion Parliament to-day.

General Sir Frederick Middleton, commanding the Canadian militia, and his conduct in the Northwest rebellion, were the topics of a discussion in Parliament to-night. The General is charged with losing \$1,000 worth of furs, the property of Charles Brainerd, a half-breed hunter. Thompson, Minister of Justice, and Sir John Thompson, Minister of the Interior, were the opponents. It would be best for the Government to wait until it saw how the civil action came out. Laurier, leader of the opposition, demanded an immediate investigation. He said that no punishment was too great for such a man. Sir John Macdonald, being pushed into a corner by a number of other members, all of whom urged immediate action, adjourned the House.

SOFIA, March 3rd.

Bulgaria has effectively upset Russia's calculations by her prompt payment of the war indemnity demanded by that power, and having done this she has applied to the Porte to take formal steps to obtain complete recognition of her national character by the European powers. Falling in character by the Bulgarian Government intends to proclaim the independence of the country.

LISBON, March 3rd.

The students threaten an attack on Glynn Petre, the British Minister. They have formed a league for this purpose. Their action is due to the fact that the Government has refused to withdraw the execution of the Minister.

There was a riot at Sebul to-day. The military was called out to restore order, and fired into the crowd, killing two persons and injuring twenty others.

HALIFAX, March 3rd.

The Nova Scotia bark *Truro*, Captain Mabon, arrived to-night from Liverpool, bringing on board Captain Wilson and eight men belonging to the bark *Provas*, of Grimsby, Norway, which was abandoned at sea, having been disabled in the terrible weather which prevailed during the past month. Three of the crew were badly hurt.

PORTLAND, March 3rd.

A contract was executed in San Francisco to-day between the officials of the Union Pacific and Frank Upton of Kobe, Japan, providing for a monthly line of steamers between Portland and Asiatic ports. The first steamer will arrive here in June with new-crop tea. The steamers will carry about 3,000 tons. Negotiations in regard to this matter have been going on for nearly a year, and about three weeks ago Mr. Upton came over from Japan and settled the terms with B. Campbell, general freight agent of the Union Pacific here, and they went down to San Francisco on the last steamer to meet Mellon of the Union Pacific, and the contract was executed and approved there to-day.

Mr. Upton has two very economical first-class steamers—the *Zambesi*, 3,000 tons, and the *Kashgar*, 2,600 tons, both fine-line ships—which are expected to make the run from Yokohama to this port in from fifteen to fourteen days, and back in from sixteen to eighteen days. The *Zambesi* came here for a cargo of flour about a year ago. Both steamers are fitted with new steel boilers, and another ship of similar character will be provided to complete the line.

There is considerable fleet of ships from here now by the Canadian Pacific, and the steamer they send here is not able to take all the flour offered. It is expected that flour, etc., offered in local goods brought by rail from the East, machinery, cotton goods, etc., will furnish cargo for the ships. The Canadian Pacific lines have had about twice as much freight offered of late as they carry.

ST. PETERSBURG, March 3rd.

The Czar has forbidden Princess Dolgorouki and her family to return to Russia, and the Government will pay 15,000,000 rubles for the Princess' estates, which are valued at 30,000,000 rubles.

BERLIN, March 3rd.

The names of the American students lately dismissed from the Berlin University are Clarence Kellogg, Dr. William Porter, Dr. W. A. Duranger, William Kelly, Richard Schullenburg and David Hinesch. The rector of the university, Dr. Hinesch, said:

"We determined not to recognize medical degrees conferred by American institutions, and declined to enter into a discussion of the matter. Privy Counselor Koenigfeldt said: 'Your American colleagues differ too greatly in character. You have institutions of real worth established side by side with those that are practically humbugs. We cannot spare time to distinguish and decide between the two classes.'"

ZURICH, March 3rd.

The almost complete score of the opera "L'Amour et le Malin," written and signed by Wagner, has been discovered in the ruins of the Zurich Theater.

LONDON, March 4th.

Tennyson, who has been suffering from bronchitis (cough), continues to improve. The race for the Australian cup was won to-day by White's three-year-old Deadweight.

HONGKONG TRADING COMPANY, LIMITED.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

COMPLETE HOUSE FURNISHERS, CARPET WAREHOUSEMEN, LINEN DRAPERS, & UPHOLSTERERS.

SHOW ROOMS, 37 & 39, QUEEN'S ROAD.

MATERIALS AND WORKMANSHIP ABSOLUTELY GUARANTEED.

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ C. Co., Ltd.)

Hongkong, 1st March, 1890.

in 3:59, the fastest time on record for two and one-quarter miles.

The details of the loss of the steamer *Quilla* show that the colored men belonging to the crew took possession of the boat and refused to let any one else enter. The survivors took other boats and landed on Adolphus island, three miles from the scene of the wreck, from which they were rescued by the steamer *Albatross*.

BERLIN, March 4th.

Despite the plausible explanations given by the authorities of the Berlin University of the cause of the recent dismissal of a number of young American students from that institution, it is hinted that the real action of the faculty was based on a governmental intimation that the students in question had been too free in the use of language held to be subversive of a monarchical government.

The strike of the factory hands at Bremen is spreading. The employees of five factories have already stopped work. Those in others threaten to quit. The factories are guarded by police.

EDINBURGH, March 4th.

The great bridge over the Firth of Forth was opened to-day by the Prince of Wales. The ceremonies were of a very imposing character.

LISBON, March 4th.

Dom Pedro is in great financial need, and there is talk of his dismissing the suite which attends him. The probability is that his suite will soon dismiss him, for the former Brazilian monarch is in a pecuniary condition ill suited to the support of the swarm of parasites by whom he has hitherto been accompanied. His inability to provide for them is one of his principal sorrows and the chief reason why he is seeking permission to return to Brazil, where some provision would be necessarily made for them.

SOFIA, March 5th.

The Porte has replied to the appeal of Bulgaria for a recognition of her independence that the present is a most unsuitable moment to urge acknowledgment of her individual position as a power by the European Government.

RIO JANEIRO, March 5th.

Leagues have been formed in this city and at Bahia, Para, Santos and Pernambuco to boycott British in favor of American goods.

ORLANDO (Fla.), March 5th.

In a race on Lake Eola to-day between Gaudaur, Hamm, Teneyck and Housner, Gaudaur won in two straight heats. Time, 5:10-7:22. In a quarter-mile dash for the St. John purse Hamm defeated Gaudaur. Time, 1:19.

LONDON, March 5th.

London is enjoying the usual Queen's weather on the occasion of the first drawing-room of the season. Prince Henry of Battenberg reached here in advance of the Queen and Princess Beatrice, attended by a suite as large as that of the Prince of Wales. There seems to be no doubt that he has been restored to royal favor, and will now be allowed the usual liberty in consequence.

It is said to be certain that during the present session of Parliament a dukedom will be conferred upon him, with the right of succession to his heir. Princess Louise also wants a dukedom and the garter for her husband, and it is said that she is making her aged mother's life miserable because her ambition is not gratified.

Today's Advertisements.

NOTICE.

NOTICE is hereby given that the Partnership lately existing between the Under-signed under the style of BENJAMIN and DANBY has been dissolved by mutual consent as and from this date.

All outstanding Contracts and liabilities incurred before the dissolution will be arranged by the Partners of the late firm.

S. S. BENJAMIN.

S. J. DANBY.

E. S. KELLY.

Hongkong, 31st March, 1890.

NOTICE.

WITH reference to the above business of Stock and Share Brokers, lately carried on by S. S. BENJAMIN, S. J. DANBY and E. S. KELLY, under the style of BENJAMIN and DANBY, will be continued by the Under-signed under the style of BENJAMIN and KELLY.

S. S. BENJAMIN.

S. J. DANBY.

E. S. KELLY.

Hongkong, 31st March, 1890.

NOTICE.

WITH reference to the above advertisement I will continue to carry on the business of SHARE AND GENERAL BROKER on my sole account from this date.

S. I. DANBY.

Hongkong, 31st March, 1890.

NOTICE.

MR. KENNETH DOUGLAS ADAMS, late of Messrs. BIRLEY & Co., Canton, has joined our firm from this date and is authorized to sign the name of the firm.

HERBERT DENT & Co.

Canton, 15th March, 1890.

WANTED—A TEACHER of the Russian Language.

Address B. W. St. Paul's College.

Hongkong, 31st March, 1890.

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Masonic.

ZETLAND LODGE,
No. 525.

A MEETING of DISTRICT GRAND LODGE will be held at Zetland Lodge, Freemasons' Hall, on WEDNESDAY AFTERNOON NEXT, at 3 for 3.30 p.m., at which you are requested to attend in order to assist in the presentation of an Address to H. R. H. THE DUKE OF CONNAUGHT.
Hongkong, 29th March, 1890. [516]

ZETLAND LODGE,
No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on THURSDAY NEXT, the 3rd April, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 28th March, 1890. [499]

Insurances.

THREE IMPORTANT FACTS ABOUT THE STANDARD LIFE OFFICE

- 1.—HALF A MILLION STEERING per annum is being paid in Death claims year by year.
- 2.—THE FUNDS IN HAND amount to upwards of Six Million and Three-quarter pounds Sterling and have increased 50 per cent. in the last 15 years.
- 3.—THE LIVES who die are annually replaced by more than double the number of fresh carefully selected lives.

ADAMSON, BELL & Co., Agents, Hongkong.

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & Co., Agents.
Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.
REUTER, BROCKELMANN & Co., Agents.
Hongkong, 1st July, 1889. [57]

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept MARINE RISKS at Current Rates.
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 5th November, 1889. [25]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, \$833,333-33.
EQUAL TO \$318,000.00.
RESERVE FUND \$318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEN MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 17th December, 1889. [100]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1889. [227]

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Hunt, Commander, will be despatched as above on WEDNESDAY, the 2nd April, at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engine. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th March, 1890. [384]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"NINGCHOW,"

Wm. Durbin, Commander, will be despatched for the above Port, on or about the 6th prox.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 25th March, 1890. [403]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE & YOKOHAMA.

THE Company's Steamship

"OOPACK,"

C. H. Kemp, Commander, will be despatched for the above Ports, on or about the 6th prox.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 29th March, 1890. [512]

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA, VIA INLAND SEA.

THE Steamship

"GLAMORGANSHIRE,"

Captain Waring, will be despatched for the above Ports, on or about the 4th April.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, 27th March, 1890. [490]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain T. S. Gardner, will be despatched for the above Ports, on WEDNESDAY, the 2nd prox., at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 27th March, 1890. [489]

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"KAISAR-I-HIND"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Superintendent.
Hongkong, 27th March, 1890. [3]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship

"WILLIAM H. MACY,"

Amsbury, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents.
Hongkong, 12th March, 1890. [415]

FOR NEW YORK.

THE 3/3 L. I. British Ship

"JOSEPH H. SCAMMELL,"

Thomson, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to REUTER, BROCKELMANN & Co., Agents.
Hongkong, 24th March, 1890. [474]

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA,"

2553 Tons. Register, Captain Williamson, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOBE and YOKOHAMA, on THURSDAY, the 3rd April, at Noon.

To be followed by the S.S. "ABYSSINIA" on the 24th April and S.S. "PARTHIA" on the 15th May.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria.....(Mex.)\$310.00

To Montreal, New York, &c..... 290.00

To Liverpool..... 325.00

To London..... 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 2nd April.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.
Hongkong, 6th March, 1890. [14]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"MIRZAPUR," Captain R. Harvey, with Her Majesty's Mail, will be despatched from this for LONDON via BOMBAY & SUEZ CANAL, on WEDNESDAY, the 6th April, at Noon.

Cargo will be received on board until 4 P.M. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 25th March, 1890.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC,"

will be despatched for San Francisco, via Yokohama, on SATURDAY, the 5th April, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco and return.....\$225.00

To San Francisco and return, 3 months..... 393.75

To Liverpool..... 330.00

To London..... 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent
Hongkong, 13th March 1890

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 13th day of April, 1890, at 10 A.M., the Company's Steamship "PREUSSEN," Captain Pöhl, with MAILED PASSENGERS, SPECIE & CARGO, will leave the Port above, Calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 p.m. Specie and Parcels, until 3 p.m. on 12th April. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 15th March 1890 [4]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 17th April, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco and return.....\$225.00

To San Francisco and return, 3 months..... 393.75

To Liverpool..... 330.00

To London..... 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office (Sealed) Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent
Hongkong, 25th March 1890 [5]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Glamorganshire	London	April 2nd	Adamson, Bell & Co.
Ulysses	Liverpool	April 3rd	Butterfield & Swire.
Oopack	Liverpool	April 4th	Arnhold, Kargberg & Co.
Canton	London	April 4th	P. & O. S. N. Co.
Caucasian	Port Darwin	April 7th	Russell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Muzapore	P. & O. S. N. Co.	April 6th, at noon.
London	Ningchow	Arnhold, Kargberg & Co.	About April 6th.
Marseilles, via Saigon, &c.	Melbourne	Messageries Maritimes.	April 6th, at noon.
Bremen, via Ports of Call.	Preussen	Melchers & Co.	April 8th, at 10 a.m.
Genoa, via Bombay, &c.	Disago	Stienssen & Co.	April 8th, at noon.
Havre & Hamburg, &c.	Niebo	O. & O. S. N. Co.	April 8th, at 10 a.m.
San Francisco, via Ythama	China	Pacific Mail S. S. Co.	April 12th, at 1 p.m.
Vancouver, B.C., via I. & C.	Batavia	Adamson, Bell & Co.	April 3rd, at noon.
Port Darwin, &c.	Changti	Butterfield & Swire	April 2nd, daylight.
Calcutta, via Straits.	Japan	D. Sassoon, Sons & Co.	April 2nd, at noon.
Sandakan and Kudat	Memnon	Butterfield & Swire	About April 4th.
Nagasaki, Kobe, &c.	Glamorganshire	Adamson, Bell & Co.	Quick despatch.
Shanghai	Kaiser-i-Hind	P. & O. S. N. Co.	About April 6th.
Shanghai, via Amoy	Oopack	Butterfield & Swire	April 6th.
Manila, via Amoy	Ulysses	Jardine, Matheson & Co.	To-morrow, at 4 p.m.
Swatow, Amoy, &c.	Nanning	Douglas LaPrak & Co.	April 2nd, daylight.
	Hailong		

Intimations.

INTIMATION.

J. Blackhead & Co.

SHIP-CHANDLERS, SAIL-MAKERS, AND PROVISION MERCHANTS, NAVY CONTRACTORS, AND GENERAL COMMISSION AGENTS.

No. 11, Praya Central, (Opposite Piddar's Wharf).

SOLE AGENTS FOR RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS ANTI-ROTTING, DECAY, &c., OF WOOD.

SWEDISH TAR and OREGON PINE LUMBER.

FLensburg STOCKBEER, ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 26th June, 1889 [130]

Geo. Fenwick & Co., LIMITED, VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890 [109]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$5,000,000.

PAID UP CAPITAL.....2,500,000.

RESERVE FUND.....1,500,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman.

Hon. C. P. CHATER, Managing Director.

LEE SING, Esq., Vice-Chairman.

S. C. MICHAELSEN, Esq.

G. E. MOSES, Esq.

G. S. NOBLE, Esq.

FOON PONG